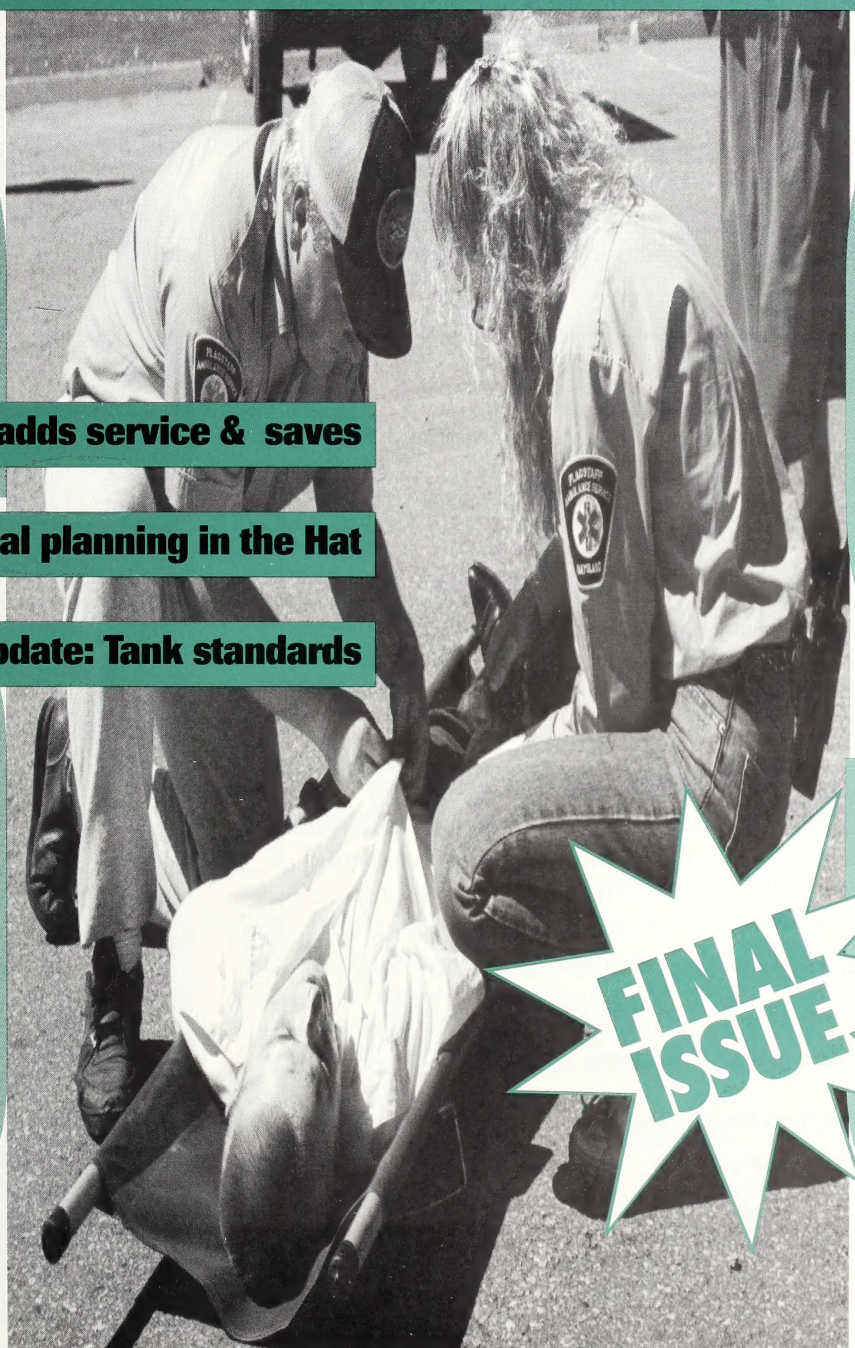
ALBERTA PUBLIC SAFETY SERVICES

AGENCY INSIGHT



Bonnyville adds service & saves

Regional planning in the Hat

Update: Tank standards

FINAL ISSUE

Winter 1995

Cost Pressures & Public Safety

Volume 7 Number 4

Final Issue

This will be the final issue of Agency Insight. Now that Alberta Public Safety Services is amalgamating with Alberta Transportation and Utilities, we look forward to meeting your information needs in the emergency preparedness and transportation of dangerous goods fields through other means. Thank you for supporting our magazine and the programs Alberta Public Safety Services delivers.

Readers who have pre-paid their subscription for 1995/96 will be provided with refunds.

AGENCY **INSIGHT**

This is the final issue of Agency Insight.

Insight was published quarterly by Alberta Public Safety Services (APSS). The publication informed readers about current developments concerning topics which relate to the mandate of APSS: to prepare for, respond to and recover from man-made or natural disasters in Alberta. This mandate includes activities in the areas of disaster services management, as well as the handling, offering and transporting of dangerous goods.

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Cover Photo: Cheryl Edwards

Alberta
PUBLIC SAFETY SERVICES

News You Can Use

Alberta Public Safety Services merges with Alberta Transportation and Utilities

As part of the Alberta government's policy to restructure and streamline government, Alberta Public Safety Services (APSS) is being fully amalgamated with Alberta Transportation and Utilities (AT&U). The amalgamation process began last year with integration of some APSS support staff. Full integration will be completed by March 31, 1995. As of April 1, 1995 all APSS headquarters staff will be located in the Twin Atria Building, 4999 - 98 Avenue, Edmonton, Alberta, T6B 2X3 (403) 427-2731.

As a result, the amalgamation will occur as follows:

- The Disaster Services Division of APSS will now be the Disaster and Emergency Programs Branch within the Regional Division of AT&U. The seven field offices currently associated with Disaster Services will be accommodated within existing AT&U districts or regional office space.
- The Transportation of Dangerous Goods Control Division of APSS will be placed under Motor Transport Services within the Transportation Safety Branch of AT&U. Both Dangerous Goods Inspection and the Co-ordination and Information Centre will be a part of this area.
- Discussions are currently underway which will likely result in the activities at the APSS Training School being privatized.

Overall, services traditionally provided by APSS will be enhanced. As well, the amalgamation will see a net cost benefit of about $1.5 million, realized through the combining of administrative functions, space and positions.

Co-operation creates a new plan

The new Government of Alberta's Emergency Response Support Plan for an Upstream Petroleum Industry Incident is the result of a co-operative process amongst stakeholders, including the Energy Resources Conservation Board, industry and representatives from the municipal, provincial and federal governments. As facilitator, Alberta Public Safety Services brought together the stakeholders to revise the former plan, which dealt only with sour gas incidents.

The new plan covers all unrefined upstream petroleum products, including sour gas, sweet gas, sour oil, crude oil and their byproducts.

"This plan represents a new era of thinking in emergency response plans," says Norm Henning, Planning Officer for Alberta Public Safety Services. "The plan allows for flexibility so resources required to bring the emergency under control are called in as needed."

One thing that stays the same in the new plan: the industrial operator and the local authority still lead the response in an incident. The Alberta Government will monitor and support all response to an upstream petroleum incident. The new plan was successfully tested at a tabletop exercise in February.

Search and rescue groups join forces

"SAR Alberta" is a term that will soon be appearing in the news. It stands for Search and Rescue - Alberta, and is the name of a newly formed association that will set uniform standards for more than 30 volunteer groups who can help police with ground searches. In a recent workshop held at Alberta Public Safety Services, stakeholders from groups such as ground search and resuce teams, dog units, equine rescue and aquatic rescue decided that the new executive's first priority should be to set standards in training, testing, operational procedures, communications and equipment. For more information, contact Ken Tryon, APSS Planning Officer at 403-427-2731.

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A win-win partnership

Bonnyville

Jim Sales
Fire Chief, Town of Bonnyville

The Town of Bonnyville today has a top-notch level of fire services that costs less than its small volunteer fire department in 1986.

This accomplishment is the result of partnerships formed with surrounding municipalities and industries, namely the Municipal District of Bonnyville, the summer villages of Bonnyville Beach and Pelican Narrows, Imperial Oil and Amoco Canada. Each partner benefits; each shares costs.

As of January 1995, the regional fire department includes 14 fire halls, an aerial unit, three rescue units, 11 tankers and 17 pumpers. Training has been upgraded to industrial level and equipment is housed in an eight-bay fire hall in Bonnyville. The Town of Bonnyville serves as the administrative centre for the partnership.

The inception of the regional partnership is as follows:

- The Bonnyville Fire Department was formed in 1922, with one truck and volunteers serving the urban area (village).
- In 1961, the town began providing rural service with a truck from the M.D.
- The Town of Bonnyville and the M.D. formed a joint department with one operating budget in 1987. The town assumed 70 per cent of costs and the M.D., 30 per cent. This comprehensive agreement made budgeting easier and significantly improved training. For the first time, capital expenditures became part of the budgeting process.
- In 1992, a further agreement was struck with the summer villages of Bonnyville Beach and Pelican Narrows. Their joint fire department was phased out and all services have since come from Bonnyville, 10 minutes away. The villages assumed five per cent of the operating budget, and contributed their pumper and equipment. A new eight-bay fire hall was built in Bonnyville to facilitate growth successfully.
- Bonnyville successfully bid on a contract to deliver fire and rescue services to Imperial Oil's Cold Lake plant in 1993. The bid was based on service level and equipment rather than being directly profit-oriented. The new arrangement brings all partners into the operation of the new fire department, with the budget breakdown as follows: revenues, 40 per cent; the town, 38 per cent, the M.D., 19 per cent and the two summer villages, three per cent.

Equipment was increased by four units. Training was dramatically increased to industrial level as additional responsibilities required. At this point all rural and industrial fire halls and fire departments came under one administration.

- Amoco Canada signed on in 1994 for services similar to those in the Imperial Oil agreement. The 1994

Members of Bonnyville's regional fire services take confined entry training at the at Imperial Oil's industrial training ground. Training has dramatically improved under a regional partnership that has proven to be a cost effective way to operate fire services.

Follow Bonnyville's lead

Can you adapt Bonnyville's regional partnership to help cope with cost pressures in your municipality? Bonnyville fire chief Jim Sales recommends that each fire department look at its operation to find areas for revenue generation or cost savings. "To be prepared for the future, we have to take a proactive approach," Chief Sales says. "This may not be an option, but compulsory for our survival."

Some possibilities he suggests considering:

- **Service contracts with industry or other municipalities**
- **Fee-for-service charges**
- **Area-wide purchasing agreements**
- **Area-based training**
- **Administration and clerical support**
- **Shared specialties with other departments (Rescue, hazard materials, inspection services)**

budget changed to: revenues, 56 per cent; town, 28 per cent; M.D., 14 per cent; and summer villages, two per cent.

With each change, the overall operating cost increased, but the town's financial commitment decreased.

Training takes place at Imperial Oil's industrial training ground. This site includes vessels for confined entry training, rescue training and foam application, pits for hydrocarbon training, propane props for liquid propane evolutions and an extinguisher area for use of 30-pound, hand-held to 300-pound wheeled units. The Bonnyville training facility is used for structural rescue training and live fire evolutions.

The effective partnership between the four municipal councils and the industrial companies results in a cost effective approach to operating fire services. The area's firefighters also benefit from equipment and training. In the end, it's the region's citizens who benefit the most from ongoing co-operation.

All in all, it's a win-win situation!

Regional disaster plan effective model

Medicine Hat poised for changes

Reg Leibel
Director of Disaster Services
City of Medicine Hat

Communities reorganizing disaster services may wonder what works and what doesn't. There's a ready example in south-east Alberta, where three municipalities and one municipal district are joining forces. The Medicine Hat Disaster Services comprises the City of Medicine Hat, the Town of Redcliff, the Town of Irvine and the M.D. of Cypress. Area population is 54,000 over 5,300 sq. miles.

Medicine Hat recently upgraded its long-standing disaster plan. In keeping with the idea that practice makes perfect, we tested the new plan late in 1993 and again in the spring of 1994. Both tests showed a need for extensive changes, some of which are fairly expensive and have yet to be made.

For example, we would need new emergency headquarters to make the plan work properly. Burdened with the cutback in municipal grants, the city initiated a zero-per-cent increase in city budgets. This meant funds were not available for such a move, and I am currently looking for such monies.

In January, 1994 I was appointed Director of Disaster Services for the City of Medicine Hat. The appointment includes a small operating budget.

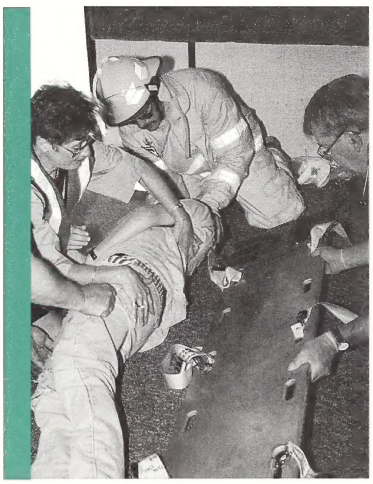
During 1994 Medicine Hat began negotiations for a regional disaster service with the M.D. of Cypress, Redcliff and Irvine. However, regional partnership with these communities is not a new idea. In 1992 the City of Medicine Hat began policing the Town of Redcliff. At that time we wanted to bring Redcliff into the Medicine Hat Emergency Plan but it proved unworkable. We also began partnership discussions with the M.D. of Cypress in 1992.

On December 16, 1994, all four communities received a draft memorandum of agreement for a regional partnership. Suggested sharing of operational costs is as follows: City of Medicine Hat 84.5 per cent, M.D. of Cypress 10 per cent, Redcliff five per cent and Irvine 0.5 per cent. The agreement mandates the partners to a complete sharing of equipment and personnel.

Regional emergency headquarters will be in Medicine Hat.

All municipalities participate during the annual preparation of the budget and will share seats on the Local Emergency Planning Committee chaired by Mayor Ted Grimm of Medicine Hat.

This partnership is one which could work very well with other centres. The communities share an emergency headquarters, command post and one fully trained and experienced director of disaster services. Communications and equipment is in one location thus avoiding duplication and reducing costs. Indeed, there is a substantial saving in manpower alone.



A new slant on planning: Four municipalities around Medicine Hat have formed a regional partnership for disaster planning.

For more information on the Medicine Hat Disaster Services Plan please call:

Reg Leibel
Director of Disaster Services
884 - 2nd Street SE
Medicine Hat, Alberta
T1A 8H2
(403) 529-8411

Northeast CAER set to roll

Partnership saves money and resources

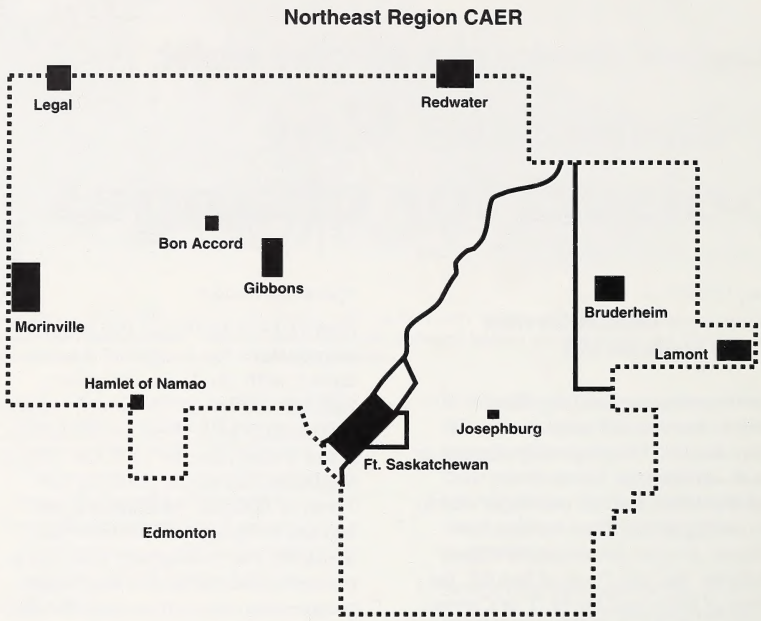
Partnership in emergency response organizations can work. Just ask members of the newly formed Northeast Region CAER. For them, a regional partnership between industry, municipalities and government avoids duplication of resources and saves money. It's what's needed to stay competitive in today's global market.

Cindy Andrews
Public Information Advisor
Sherritt Inc.

Back in 1991 the Fort Saskatchewan Regional Industrial Association (FSRIA) and its associate Community Awareness and Emergency Response Committee (CAER) began developing a regional CAER. This year, Fort MAP and Sturgeon MAP (two mutual aid planning groups) and FSRIA/CAER join forces to become Northeast Region CAER. The new organization's mandate will:

- Promote, develop and co-ordinate consistency in emergency preparedness activities in the region
- Inform membership of current emergency preparedness issues, trends, and initiatives by other organizations
- Carry out promotional activities within the community.

Northeast Region CAER's Board of Directors comprises seven senior representatives from industry, municipalities and the province, plus one member at large. The board meets semi-annually to provide support and direction and to review and endorse policy.



Industry and emergency responders in nine municipalities in the Fort Saskatchewan region have set up a new organization to co-ordinate plans and resources.

Board members are:

Pryce Alderson,
City of Fort Saskatchewan

Mark Egener,
Alberta Public Safety Services

Bill Gray,
Strathcona County

Harold James,
Member at Large

Norm Merkosky,
Dupont

Frank Schoenberger,
M.D. of Sturgeon

Larry Vadori,
Shell Canada

Michael Weedon,
Sherritt Inc.

Five operating committees report to the Planning and Administration Committee.

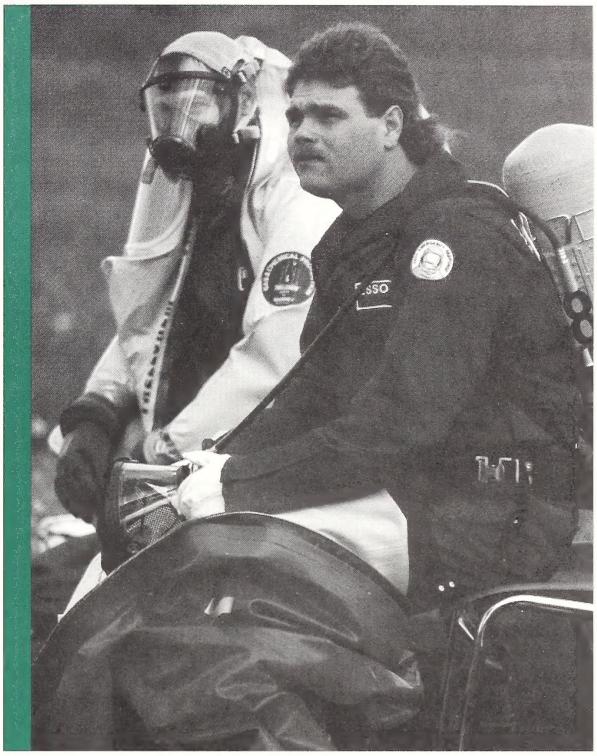
Accomplishments to date include:

- Drafting the constitution
- Developing the membership fee schedule
- Finalizing committee budgets
- Defining committee mandates and objectives.

The Hazard and Resource Committee will publish the Northeast Regional CAER Manual listing the location and quantity of hazard and resource inventories from Fort MAP and Sturgeon Area MAP.

The Emergency Planning Committee will develop an Emergency Response Plan which defines co-operative action when local resources are inadequate. The plan is modelled after other mutual aid organizations and meets the standards of the national Major Industrial Accidents Council of Canada.

The Communications Committee has prepared a map based on the boundaries of the Municipal District Authorities and existing mutual aid agreements. This committee will develop and manage a communication plan and associated network which supports emergency response and resource management. Existing communication systems and related hardware will be collected and documented in 1994 for analysis in 1995. This information will help determine how the system might be used in a multi-zone response situation and aid in establishing guidelines for developing future systems.



Planning organizations and industry have joined forces in the Fort Saskatchewan region for a model idea: to achieve the same or better level of emergency response through the economy of scale.

The Training and Exercise Committee surveyed membership. Courses planned for 1995 include:

- Emergency Site Management
- First Responder - Dangerous Goods
- Crisis Management
- Hazard Awareness Seminars.

To minimize effort and cost, this committee will schedule one field exercise and one tabletop exercise only in each section of Northeast Region CAER. The committee will survey members to establish a training resources database.

The Public Relations Committee has developed the new organization's name and logo. Its challenge for 1995 is to roll out the public information campaign introducing Northeast Region CAER.

If you have any questions about the Northeast Region CAER please contact:

Frank Markson, Executive Director
Fort Saskatchewan Regional Industrial Association
403, 420-0500

Doing Things Smarter

Stan Norlander
Chairman, Planning and Administration Committee
Northeast Region CAER

We all face the same pressures whether we work in industry, municipal government, provincial government or whatever. We are being asked to do things smarter, do it quicker, with less resources and end up with an improved result or product.

That's not to say the historical way of running mutual aid plans wasn't effective. There have been excellent results achieved by the co-operative efforts of both industry and municipalities. Our challenge was to see if we could achieve the same results or improve them by combining a number of similar, small organizations. That way we could benefit from the economy of scale normally associated with a larger organization.

A lot of important work has been done and a lot of even more important work remains. What I find most rewarding is that the progress and success we have achieved isn't due to any one person or group. It's a result of tremendous work done by a large number of committed individuals drawn from the original organizations.

These individuals contribute their time and energy believing what we are doing will produce a significant benefit to the community we work and live in.

Staying on top with disaster planning

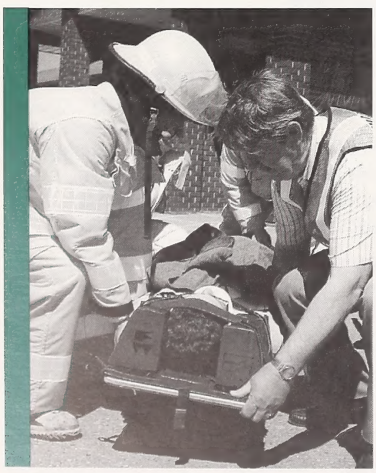
New directions in the health care industry

John Robinson, Director
APSS Health/Social Programs

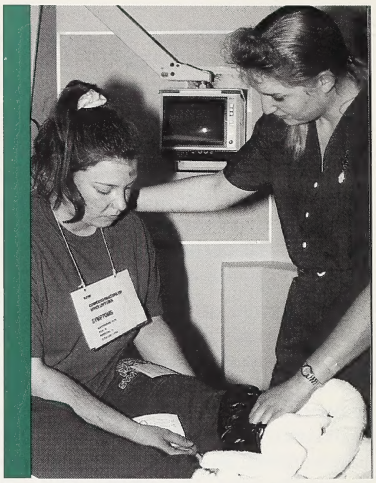
New directions in health care have had a dramatic effect on emergency preparedness activities. Maintaining readiness in the face of reorganization, regionalization and staff reductions is a challenge, but it can be done.

The Health/Social Programs Branch at Alberta Public Safety Services is meeting the challenge with the following changes.

- **Model Plans:** All generic model plans are now available on computer disk. The lengthy process of inputting data and plan format has been considerably reduced and changes to plans now can be made rapidly.
- **Education/Training Programs:** Our central courses have been reduced in length and frequency. Training focuses on specific components of emergency preparedness and reduces the time that participants are away from their workplace. Newly designed one-day regional workshops now allow a larger number of local participants to attend sessions specifically tailored to meet the needs of the their community.
- **Tabletop Exercises:** These exercises bring the hospital emergency planning committee, department heads and community responders together. A consultant from the branch presents an escalating scenario (based on the community risk analysis) which activates the mass casualty response plan or the evacuation plan. Although the realism of a live exercise is missing, the sessions can nevertheless identify planning deficiencies.
- **Mock Exercises:** These exercises continue to offer an opportunity for practical, hands-on experience. However, there can be significant costs involved. Reducing the number of simulated casualties and shortening the duration of the exercise minimizes the need to call in extra staff to cope with those casualties and also reduces costs for Emergency Medical Services. The introduction of regional exercises in situations where several hospitals are closely located, for example, Daysland/Killam/Strome, Three Hills/Trochu, reflects the reality of regionalization and reduces the cost of successive exercises for the emergency response agencies.
- **Alternative Exercises:** At a recent planning meeting it became apparent that the hospital simply could not afford a mock exercise. However, it was still essential to conduct a realistic test. Planners designed an effective but less expensive alternative. Here's how it worked.



Two tips to reduce the cost of mock disaster exercises: reduce the number of "casualties" and shorten the duration of the exercise.



Regional mass casualty exercises, like the one held last spring by Strome, Killam and Daysland, can result in cost savings.

The Scenario

In the scenario, the town was struck by a tornado. The town would have to respond to the site(s) and activate the Emergency Operations Centre and the hospital's Mass Casualty Response Plan.

Exercise Start

Emergency response personnel and municipal officials assembled in the actual Emergency Operations Centre. The facilitator issued the tornado warning and participants began alert and callout procedures. The hospital was informed and began its procedures.

Simulation Cell

Simulators representing the Emergency Medical Services, fire, RCMP and Town Works departments met at the fire hall. The exercise controller orientated the participants and introduced the scenario. The path of the tornado was outlined on the town map and the simulators were asked to respond as they would if the event was real.

Subsequent input to the exercise was directed by the responders in consultation with the exercise controller. Radio communication was established and maintained with the Emergency Operations Centre and

the hospital. An incident command post, staging area, triage area and casualty collecting area were established on the map.

The exercise controller gave the Emergency Medical Services simulators a series of envelopes containing strips of paper representing the casualties and their injuries. The casualties were triaged and priorities set for transporting them to the hospital. The number of vehicles to transport was based on resources available at the time of the exercise.

The Emergency Medical Services simulator notified the hospital when casualties were enroute. The exercise controller then radioed the facilitator at the hospital, who in turn placed an exact copy of the casualty information in an envelope and gave it to the Reception Marshall at the estimated time of arrival of the vehicle.

The Hospital

The hospital simulated a full activation of its mass casualty response plan utilizing the staff on duty. Staff call-back procedures were activated but the staff were not asked to come to the hospital. The casualties were received at the hospital, triaged and assigned to the available treatment areas. Procedures for emergency administration, resource allocation, recruitment of community volunteers, casualty tracking and relative information were tested. The cost to the hospital, other than staff time, was minimal.

Although the realism of the live exercise was missing, the hospital and the community were able to experience a positive review of the emergency preparedness programs and make changes which will improve their plans.

In times of rapid change it is essential that we continue to maintain flexibility in our programs, do things smarter to meet our clients' needs, and maintain a realistic approach to emergency preparedness activities.

The value of opportunity

Not all gains show up on accounts ledger

Judith Hughes
Director of Training

Barry Cooper
Instructor
APSS Training School

A narrow focus on hard costs and benefits isn't always prudent when weighing cost efficiency. In the broadest sense, opportunity costs and benefits should be weighed as well.

Early in 1994, Alberta Public Safety Services (APSS) was asked to deliver an Emergency Site Management course for employees of Canadian National Railways North America, Alberta District.

In deciding whether to include this cost-recovery project in our training schedule, we looked at benefits to APSS and its clients in the most comprehensive sense. We saw the development of such a course as an opportunity for these reasons:

- We could learn more about how industry addresses the need for preparedness for major emergencies.
- We wanted to know how this large railroad company with lines running through many of Alberta's major municipalities would react in a rail emergency.
- Information gained about railroad operations and safety practices could be used in the various courses which APSS offers to local authorities in Alberta.
- Our effort would encourage greater co-operation in emergency planning and response between the railroad and communities it serves.
- We could develop railway disaster simulations to use in other training courses and as emergency preparedness exercises in communities served by a railroad.

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A new perspective: Participants at a new course developed by the APSS Training School for CN said they appreciated the chance to see a major emergency from the municipal perspective.

Continued from page 9

In May, 1994, the APSS trainers began planning the Emergency Site Management course in conjunction with CN safety personnel. APSS instructor Barry Cooper worked closely with John Armstrong of CN. Not only did CN provide written course material, it also supplied resource people for sessions on various aspects of emergency preparedness and response as practised by CN North America.

So that CN personnel would understand municipal requirements, each student had to assume municipal roles during one or more exercises. On their course feedback forms, a majority said they appreciated the opportunity to see a major emergency from a municipal perspective.

Two Alberta communities were chosen for the major exercises. During the planning, municipal representatives, local industries, CN representatives and the APSS instructor discussed local emergency scenarios and opportunities for co-operation and joint planning in response.

Representatives from the two communities attended the course, providing local expertise and sharing perspectives. This enhanced the quality of the course for both CN personnel and municipal representatives. Both groups saw chances for future co-operation.

In summary, the opportunities taken which now become assets are as follows:

- CN has a greater awareness of emergency site management concepts and the roles and responsibilities of other organizations involved in a rail disaster.
- The communities involved benefit by training their local representatives and sharing information with CN and APSS.
- The citizens of Alberta benefit through more effective co-operation between CN and Alberta municipalities, and in the new information APSS will use when planning preparedness and response to railway emergencies.

New-age answers to age-old problems

High tech bells and whistles ring true

Audiographics, which use a computer and telewriter, are an exciting new way to improve teleconferences that link participants at several locations.

Judith Hughes
Director of Training
APSS Training School

Two questions nag educators no matter what their subject matter area. Are we meeting our clients' needs? And, are we being as cost efficient as we can be?

With respect to training in emergency preparedness, the first question addresses the depth and breadth of a training program, and ultimately the issue comes down to access to training. The second question reflects the responsibility to address the tension between needs and available resources. It may be, however, that both access and cost efficiency can be improved with careful planning and decision making.

It would be reasonable for an educational decision maker to wonder if new technologies might assist in addressing access problems, and in the long run might be more cost efficient than traditional training delivery. Like any other decision point, this one requires that the right questions be asked because decision making is all about asking questions.

Let me propose that we do, in fact, have an access problem with respect to emergency preparedness training in Alberta. We need to train many people, and people in designated positions need particular kinds of training. The population distribution in the province poses specific access problems. Apart from the few heavily populated urban centres, the population is scattered in small groups often not large enough to make traditional delivery either cost efficient or dynamic for the student.

Access to Training and Cost Efficiency

When potential trainees are scattered in groups of two, three or four in communities all over Alberta, how can we provide training? There are a number of ways, and all have benefits.

- **Centrally Located Classroom Training:** We could bring everyone together in a central location. This provides a critical mass of participants and allows the synergy that adult learners need. However, it can be costly to transport and house the participants, and there is a finite number of individuals that a central location can accommodate. Also, some individuals cannot leave their home communities for a variety of reasons.
- **Regionally Located Classroom Training:** We could bring the training out to a location where there is a cluster of communities with numbers large enough to form a critical mass. Their local concerns could be addressed in the course, rendering the training more relevant. Typically, this is less expensive than centrally located course delivery because only the instructor travels. However, this still would not address the more isolated small groups.
- **Audiographics:** Alberta has a well developed teleconference network with over 50 sites that are equipped with audio teleconference capability as well as the capability to visually enhance the teleconference by means of a computer and telewriter. The technology is referred to as audiographics. This allows one to four participants at several sites to be linked via telephone lines and a teleconference bridge. The costs consist of phone charges and rental time on the teleconference bridge. Toll-free lines are available in many locations to reduce costs. Alberta Public Safety Services is now a member of the Alberta Teleconference network and will use audiographics where it is appropriate to our needs.
- **Computer Based Training:** Computer Based Training (CBT) frees the student from restrictions of time and space. The participant interacts with a computer program at a time and place convenient to his/her circumstances. Some subject matter lends itself particularly well to this form of delivery. For example, a Dangerous Goods Shippers/Carriers course is now available in this mode. The costs associated with this form of delivery are mainly the "up front" development costs. Frequently, the best solution is for various training entities to partner in development and to share the cost. This was the case in the development of the Dangerous Goods CBT.
- **Enhanced Home Study:** Home study course delivery is particularly appropriate in the case of a course of long duration. It is desirable to supplement home study modules with some tutorial support (by phone, computer conference, teleconference, or classroom sessions). For example, our Dangerous Goods Second Responder course was previously a three-month in-class course. In reality, access was limited to participants located in Edmonton. Other communities could not afford to send participants away for three months at a time. The course was adapted to home study with tutorial support, and access improved both in absolute numbers as well as in distribution across the province.

Should You Go High Tech?

You're convinced high tech education has a place in your program. But before you jump in, make sure you are asking the right kinds of questions.

The Right Questions

The right questions deal with what is needed. Some examples are:

- **What problem are we trying to solve?**
- **Is there a technology available that can assist us?**
- **What are the costs and benefits?**

These questions focus on the desired outcome. More than likely, the best way to improve access and cost efficiency is to use a variety of delivery modes, each chosen for specific reasons.

The Wrong Questions

The wrong questions focus on the technology itself. Some examples are:

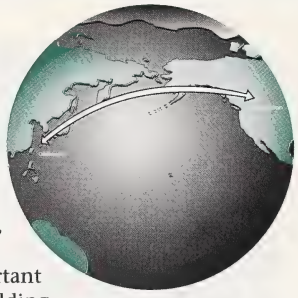
- **How can we use this computer based training method?**
- **How complicated is the technology?**
- **How soon will this technology become obsolete?**

These questions represent a confusion between means and ends. They confuse process with outcome. They seem to say that invention is the mother of necessity rather than the other way around. Rather than focusing on the tools used to reach the desired outcome, the focus should begin, and remain, on the outcome.

Focus on Outcomes

Our experience has been that access can be improved significantly in a cost effective way if we are clear about client needs and our own objectives. The technology is a tool facilitating the process. It is not the end in itself.

(Thank you very much)
Do-mo Arigato



Randy Scott, Manager Training Delivery & Development, APSS Training School

Dr. Uwe Terner, Training Officer and I recently travelled to Okinawa, Japan to deliver the APSS Second Responder Dangerous Goods Course to a US Marines Environmental Response Team.

The Environmental Services Branch of the US Marines in Okinawa had heard about the APSS Second Responder - Dangerous Goods course and particularly liked the modular format. They invited us to Okinawa to train approximately 30 people through an intergovernmental personnel agreement. Fortunately APSS was able to accommodate their request (on a cost-plus recovery basis) and the rest, as they say, is history.

It went extremely well. We provided them with the opportunity to not only learn from us, but more importantly to learn from each other. This latter point was stressed daily throughout the two weeks of classroom study. The process, along with a few strategic hands-on exercises, provided an important team building component of the course which went over very well. The students are now doing the self study and practicum part of the course and should finish by April 1995.

Our trip proved to be a two-way learning experience in many areas.

First, the cultural experience was truly unique. It not only involved the Canadian and US cultures but also included the Japanese and Okinawan way of life. Although Okinawa is a part of Japan, it has a distinctive heritage and cultural background.

Second, this was a geography lesson that Dr. Terner and I will never forget. It's not as if we didn't do our homework. We knew where Okinawa was but 85 degrees Fahrenheit with 95 percent humidity in October took a little getting used to.

The island is beautiful, although somewhat crowded according to our standards (60 miles long and 15 miles at its widest point with a population of approximately 1.2 million). The real problem is that everyone seems to have a vehicle but there aren't that many roads! The Okinawan people, however, have an enormous amount of respect for and tolerance of their fellow man. Their quality of life would make most people envious. They are very honourable people.

The inherent ambassador roles took over as we spread the good word about Canada and, in particular, Alberta. The hospitality that our American host provided was first rate and will never be forgotten.

The experience benefited both sides immensely and opened the door to further possibilities. Although APSS does not have international training as a primary focus, it would be a real loss not to explore these opportunities - especially when it allows us to grow in skill and knowledge and to ultimately provide a better service to Albertans.

Photo: Randy Scott

US Marines and civilians in Okinawa, Japan were all smiles at a mainly hands-on version of the Second Responder - Dangerous Goods course offered by APSS staff.

The reviews:

Here's some of the feedback from Okinawa course participants.

Strong Points:

1. Stayed on schedule. 2. Group facilitation style. 3. Break chemistry with other sections. 4. Took breaks when people were tired. 5. Concentration on chemistry as a starting point.

"Teaching concepts rather than memorization. Completeness of material. Ease of passing information on to students. Good workbook and classtime interaction."

"Facilitation is an excellant methodology for adults rather than straight lecture."

"Benefits: More confidence. Integration of skills from group."

"Please come back soon."

Cost Pressures on Public Safety and Recent Acquisitions:

a selection of materials available from the Alberta Public Safety Services Library

Compiled by Teresa Richey, APSS Librarian

To borrow the material listed, send an interlibrary loan form (make the request through your local or company library) to Alberta Transportation and Utilities Library, 1st Floor, Twin Atria Building, 4999-98 Avenue, Edmonton, Alberta, Canada, T6B 2X3.

Materials located in our Co-ordination and Information Centre (CIC), the Government Emergency Operations Centre (GEOC) or our Reference Collection (REFERENCE) cannot be borrowed but can be referred to in the Library.

Bolt, Bruce A. Earthquakes. New York : W.H. Freeman, 1993. 331p.
QE 534.2 .B64 1993, MAIN LIBRARY

Cost benefit analysis of programs which contribute to road safety and traffic management. Victoria, Australia : Road Traffic Authority, 1986. Various paging.
HE 152.5 .C67 1986, MAIN LIBRARY

Guidelines for the development of regional hazardous materials response teams. Canadian Assoc. of Fire Chiefs, Dangerous Goods Sub-committee. Ottawa : Canadian Assoc. of Fire Chiefs, 1990. 30p.
HE 199.5 .D3 C3 G84 1990, MAIN LIBRARY

Holme, David W. *Setting the costs of saving a life : a human life preservation management system for government.* Golden, Colo. : Colorado Dept. of Public Safety, 1984. 79p.
HV 660 .H64 1984, MAIN LIBRARY

Primer on natural hazard management in integrated regional development planning. By the Dept. of Regional Development and Environment and the US Agency for International Development. Washington, D.C. : Organization of American States, 1991. Various paging.
HD 108.6 .P74 1991, MAIN LIBRARY

Saccomanno, F.F., et.al. *Comparative assessment of risk model estimates for the transport of dangerous goods by road and rail.* Waterloo, Ont. : Institute for Risk Research, 1993. Various paging.
HE 199.5 .D3 S22 1993, MAIN LIBRARY

Sigma natural catastrophes and major losses in 1992 : insured damage reaches new record level. By the Canadian Reinsurance Company. Zurich : Swiss Reinsurance Co., 1993. 48p.
HG 9979 .S53 1994, MAIN LIBRARY

Solway, Jeff. *What is the risk? Consensus report International conference on the risk of transporting dangerous goods* April 6-8, 1992 Toronto, Canada. Waterloo, Ont. : Institute for Risk Research, 1993. 51p.
HE 199.5 .D3 S75 1993, MAIN LIBRARY

Stewart, Angela Marie. *Development of a risk based procedure for evaluating transport of dangerous goods policies.* Waterloo, Ont. : Institute for Risk Research, 1991. 181p.
HE 199.5 .D3 S73 1991, MAIN LIBRARY

A Study of the economic impact of a severe earthquake in the lower mainland of British Columbia. s.l. : Munich Reinsurance Co. of Canada, 1992. 99p.
HG 9981 .S78 1992, MAIN LIBRARY

Windstorm : new loss dimensions of a natural hazard. Munich : Munich Reinsurance Co., 1990. 146p.
HV 636 .W56 1990, MAIN LIBRARY

Wrobel, Leo A. *Disaster recovery planning for telecommunications.* Boston : Artech House, 1990. 113p.
TK 5102.5 .W76 1990, MAIN LIBRARY

Yung, T.J. and T.I. Dayharsh. *The Design and costing of 911 systems : a technical manual.* Menlo Park, Calif. : SRI International, 1980. Various paging.
TK 6421 .E4 Y96 1980, MAIN LIBRARY

Update

Latest developments on new tank standards

Shaun Hammond
Executive Director,
APSS Dangerous Goods
Control Division

As July 1, 1995 approaches, time is getting short to deal with the issues surrounding the introduction of the national standards for the design, construction, testing, retesting and use of cargo tanks for hauling dangerous goods. In the last issue of Insight, Don Bertrand wrote about the work that his group has been doing to get the CSA B620 standard revised to ensure that the crude oil fleets can meet an appropriate set of requirements.

There have been a lot of issues raised, and a lot of discussion on the exact requirements, and how they should be introduced. Things are moving fast, and Transport Canada is pushing ahead with Amendment Schedule 22 which hopefully will deal with all the issues that have arisen. If you haven't had a chance to see the Canada Gazette Part I version, please give us a call and we will be pleased to send you a summary so that you can comment directly to Transport Canada.

We have broken the issues down into three areas — crude oil cargo tank, vacuum tank and the general cargo tank issues. The first two topics are covered in the accompanying article. A general summary of the requirements is as follows:

Sections 7.32.1 and 7.33.1 of the Transportation of Dangerous Goods Regulations require that all highway tanks must comply with the appropriate CSA standard as of July 1, 1995:

7.32.1

Subject to section 7.32.3, no person shall, after June 30 1995, offer for transport by road, or in a domestic consignment by ship, dangerous goods that are included in Class 2 and that are contained in a tank, other than a tube, unless the requirements of CSA Preliminary Standard B622-1987, Selection and Use of Highway Tanks, Multi-unit Tank Car Tanks, and Portable Tanks for the Transportation of Dangerous Goods, Class 2, by Road, dated December 1987 and clause 8 of CSA Preliminary Standard B620-1987, Highway Tanks and Portable Tanks for the Transportation of Dangerous Goods, dated October 1987, are complied with.

Alberta Public Safety Services is working with the trucking industry and Saskatchewan on a submission requesting changes to proposed tank standards. The proposed standards could have a severe impact on small trucking operations.

7.33.1

Subject to sections 7.33.4 and 7.33.5, no person shall, after June 30, 1995, offer for transport by road, or in a domestic consignment by ship, dangerous goods that are included in Class 3, 4, 5, 6.1 or 8 and that are contained in a large container, other than a rigid polyethylene intermediate bulk container, unless the requirements of CSA Preliminary Standard B621-1987, Selection and Use of Highway Tanks, Portable Tanks, Cargo Compartments and Containers for the Transportation of Dangerous Goods, Classes 3, 4, 5, 6 and 8, in Bulk by Road, dated March 1987 and clause 8 of CSA Preliminary Standard B620-1987, Highway Tanks and Portable Tanks for the Transportation of Dangerous Goods, dated October 1987, are complied with.

What this means:

These two sections together mean that dangerous goods (Classes 2, 3, 4, 5, 6, and 8) can be loaded only into a highway tank that has been built or retrofitted, inspected, maintained, tested and certified that the tank meets the standards.

What are the exact requirements?

The CSA B620 standard deals with the construction of the tank, the materials of construction, fittings (valves, vents,

rollover protection, safety devices, etc.) Alberta Public Safety Services has a separate handout on the requirements. Please contact the Co-ordination and Information Centre (CIC) at 1-800-272-9600 for a copy.

Problem Areas
The Dangerous Goods Control Division is aware of three problem areas that affect carriers in Alberta (possibly four if you operate compressed gas tankers outside of the province).

The areas of concern are:

- The tank standards as applied to the transportation of heavy crude oil
- The tank standards (existing and proposed) for vacuum trucks, and
- The ability of carriers using other types of cargo tanks to meet the July 1, 1995 deadline.

(The fourth problem area relates to compressed gas tankers that are not registered in Alberta and do not meet the Alberta Labour, Boiler and Pressure Vessel requirements. Please contact APSS for more information on this issue — it is not covered in these articles.)

Transport Canada has proposed Amendment Schedule 22 to deal with these areas of concern. At the time of writing this article, APSS had only early drafts of the amendment to work with, and if you are affected by the changes, you should contact the CIC for more information (Note: Amendment Schedule 22 is due to be published for comment on March 4, 1995.)

In mid-December, the Saskatchewan Dangerous Goods Co-ordinator and the Dangerous Goods Control Division of Alberta Public Safety Services developed a combined survey to try to determine the exact status of the fleet in the two provinces. What we were hoping to find out was the extent of the work that needs to be done to bring the fleets up to the standard required by the regulation.

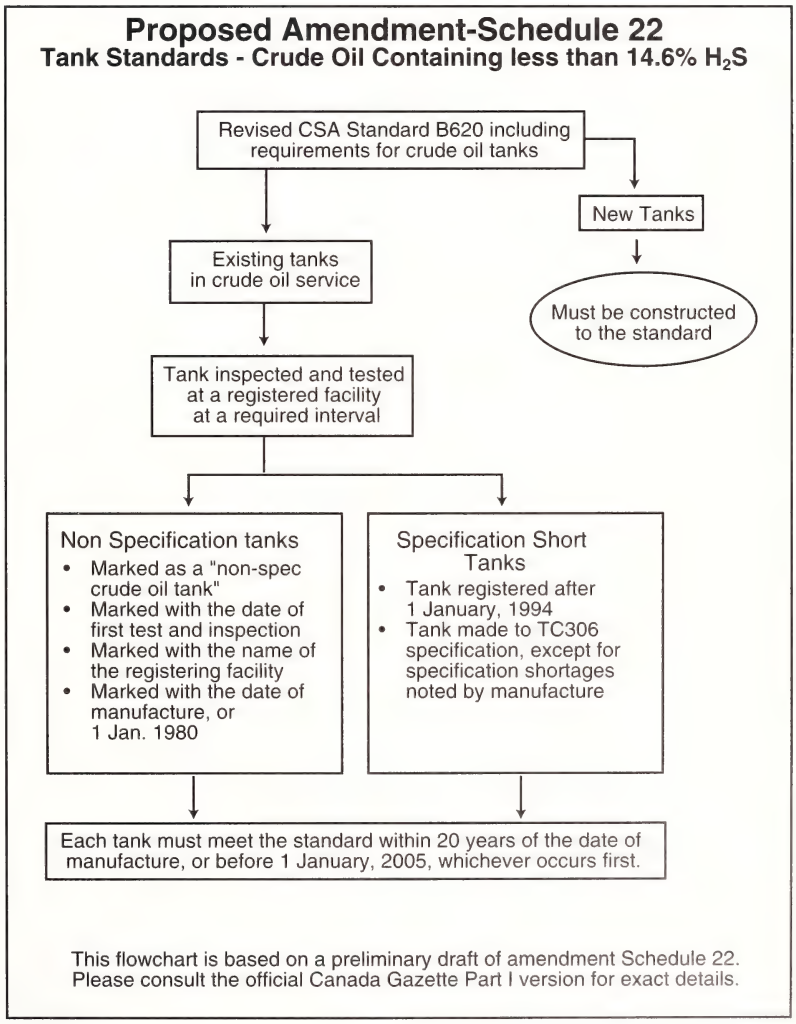
To date we have received responses from more than 150 companies, detailing the current status of more than 4,000 tanks. The analysis shows that there is still a long way to go before the units in the fleets meet the standard.

Before getting into the details, I would like to thank all the respondents to the survey. Many of you took a great deal of time and effort to gather the details and send them in to us. Your help in this area is very much appreciated. The data gathered is being analyzed and sent to Transport Canada as part of our comment on Schedule 22, and will form the basis of the request from Saskatchewan and Alberta that the introduction of the tank standards be reviewed and revised to minimize the impact on all carriers.

Status of the Prairie Tanker Fleet
In doing the analysis of the survey, we defined four terms that were used to describe the status of the tanks:

"Non code"
These units were built to a standard other than the B620 code, or their original certification was not available to the owners. Many of these units may need retrofitting, and considerable work may be required to bring these units up to the standard.

"Built To Code"
These tanks were originally constructed to the B620 code, and are marked with an MC or TC Code. For whatever reason, these tanks have



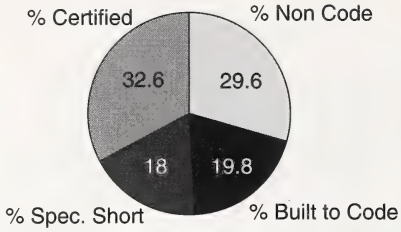
not been reinspected or their certification kept current. We have assumed that these units will all need to be inspected at a registered facility and then marked as meeting the B620 standard.

"Specification Short"
These units were built to the B620 standard but were certified by the manufacturer as not meeting the standard in certain areas. These shortages are noted on the manufacturer's certification.

"Inspected & Marked"
These tanks have been inspected and certified as fully meeting the B620 requirements.

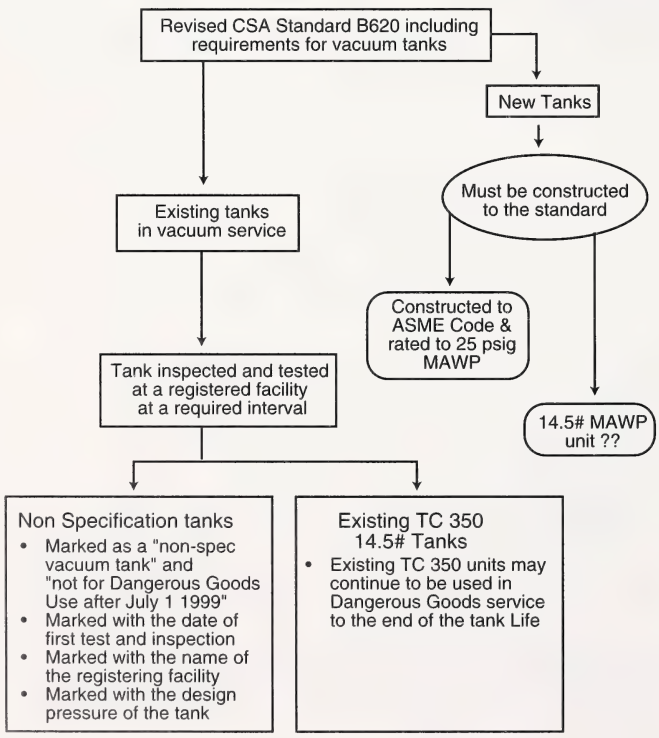
A total of 4,736 tanks was surveyed and reported to APSS. We excluded those units that transport diesel fuel exclusively, as there is an exemption in the standard for units hauling this product. The remaining 4,610 units haul other Class 3 products, and products in Classes 2, 4, 5, 6, and 8.

The following chart shows the breakdown into the four status areas:



With only 33 per cent of the prairie fleet fully certified to the standard, there is still a long way to go, and a huge amount of work to be done. APSS is currently reviewing the cost implications and the availability of

Proposed Amendment-Schedule 22
Tank Standards - Vacuum Tanks



This flowchart is based on a preliminary draft of amendment Schedule 22. Please consult the official Canada Gazette Part I version for exact details.

Tank Standards f Transp

The current standards related to heavy crude oil tanks are unworkable, and affect carriers in Alberta, Saskatchewan and, to a lesser degree, British Columbia and Manitoba.

Background

The required standards for valve sizes, emergency valves and other fittings are inappropriate for heavy crude oil, often contaminated with sand and water. The required valves will be prone to clogging and freezeup, which could result in more hazardous situations to operators trying to free up or thaw the valves. Similar problems are apparent in units hauling asphalt and tars.

Status

Extensive discussions were held with carriers in Alberta and Saskatchewan. Both jurisdictions have requested that Transport Canada act to resolve this issue as soon as possible.

A special subcommittee of the CSA B620 committee was formed, specifically tasked with developing a standard for a "modified" TC 306 standard for units hauling heavy crude oil, asphalts and tars. This subcommittee includes significant industry representation.

Regulatory Proposals

Transport Canada has proposed draft Amendment Schedule 22, dealing with three aspects: vacuum trucks, crude oil tanks and the remainder of the intra-provincial fleet.

The relevant sections of the amendment dealing with crude oil tanks have been changed and the effect of the changes

registered facilities to undertake the retrofitting and certification. The data gathered will be used in our submission to Transport Canada for a review of the implementation of the standards.

r Heavy Crude Oil t Units

on the implementation of crude oil tank standards is shown in the flowchart on page 15.

TC 350 Vacuum Tank Requirements

Currently the "atmospheric" or 14.5 psig MAWP vacuum units are in regular service hauling waste dangerous goods, as well as other non-dangerous goods wastes.

The creation of the revised TC 350 standard, with a shell rating of 25 psig, would mean that many small operators would not be able to undertake routine hauling of waste dangerous goods. This would affect many small localized business owners who do not have the money to replace their 14.5 # units.

Status

Transport Canada has proposed draft Amendment Schedule 22, part of which deals with vacuum trucks. The relevant sections of the amendment dealing with vacuum tanks is shown as a flowchart on page 16.

What does this mean for the vacuum tank owner?

Tanks that are built, tested and inspected to the existing TC 350 specification can continue to be used in dangerous goods service until the end of their useful life. This includes the low pressure, 14.5 # MAWP units.

Tanks not constructed to the TC 350 standard can be used up to July 1, 1999, at which time they must either meet the TC 350 standard or be taken out of dangerous goods service.

Product Profiles on Sale

Since March 1989, each edition of *Insight* has contained a description of a dangerous good transported regularly on Alberta highways. We call this feature our Product Profile.

To meet reader demand, we have gathered all Product Profiles into a full-color book available for $25.00 (Canadian), gst included. To order a set, fill out the form in this edition of *Insight* or call Peggy Berndt (403) 427-7674.

A set of five Product Profile updates are now available for purchase at $10.00 per set (Canadian) including gst.

These profiles are protected by copyright and Alberta Public Safety Services reserves the right to copy.

❑ I wish to purchase a set of Product Profiles for $25.00 (Canadian), includes gst.

Name _____
Organization _____
Address _____
Postal Code_____Telephone (_____)_____

❑ Please send me the Product Profile updates. I understand that I will be invoiced $10.00 (Canadian), includes gst.

Please make cheque payable to the Provincial Treasurer and mail this order form, with payment to:

Communications Branch
Main Floor, Twin Atria Building,
4999-98 Avenue, Edmonton, Alberta
T6B 2X3
(403) 427-7674

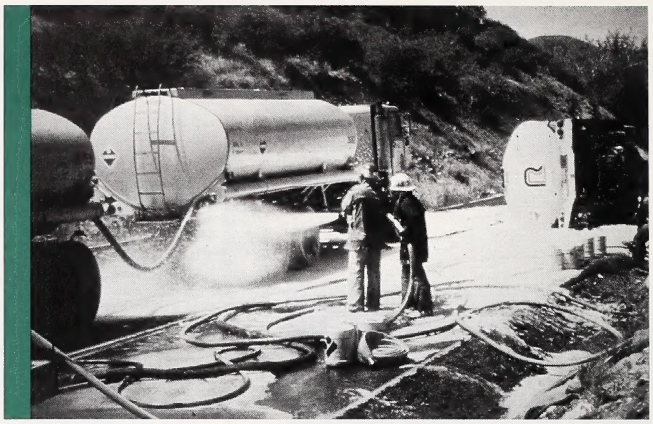
In Alberta, to be connected toll free dial 310-0000.

Correction

In the October issue of Insight, Randy Scott was incorrectly identified as a training officer. His correct title is Manager, Training Delivery and Development.

Insight apologizes for the error.

Dangerous Goods Incidents 1993-94



The co-ordination of the provincial response to dangerous goods incidents is a significant role undertaken by the Co-ordination and Information Centre. During an incident, the centre provides assistance by gathering information for the scene. It also contacts the dangerous goods inspectors, the appropriate provincial and federal government departments and industry to ensure that the consequences of an incident are mitigated and cleaned up in accordance with provincial standards.

Some of the more notable incidents that occurred during the 12-month period from March 1, 1993 to February 28, 1994 are:

Date	Location	Substance	Incident Details
7 March 93	Stauffer Creek Area	Petroleum Crude/Frac Oil	Driver lost control and 12000 litres spilled.
9 March 93	Hughenden	Petroleum Crude Oil	Tanker overturned and lost 26,000 litres.
10 March 93	Kinuso	Petroleum Crude Oil	Tanker overturned and lost 14,000 litres.
17 March93	Edmonton	Radioactives	Lost then found by citizen and turned over to police.
30 March 93	High Prairie Area	Petroleum Crude Oil	Tanker overturned and lost 15,000 litres.
6 May 93	Drumheller	Anhydrous Ammonia	Small anhydrous truck rollover, no emissions.
23 May 93	Waskatenau	Anhydrous Ammonia	Driver pulled away with out shutting valve; 5-6 tonnes lost.
2 June 93	Hanna Area	Explosives	Explosives fell off truck. Product recovered.
10 June 93	Fort Saskatchewan	Sulphuric Acid	While loading tanker a leak was noticed; tanker out of service.
21 July 93	Red Deer	Hydrochloric Acid	50-pound pail fell over at loading dock and leaked.
3 August 93	Edmonton	Butyric Anhydride	Product was spilled on bus.
10 August 93	Didsbury	Flammables and Acids	Driver fell asleep and drove into bog. Various small amounts of dangerous goods on-board.
28 September 93	Edmonton (West)	Sulphuric Acid	Driver noticed spill, and a number of pails were found leaking.
3 November 93	Airdrie	Flammable Liquids	Tractor-tailer unit rolled over and spilled diesel, paint thinner and toluene; 600 litres in total lost.
10 November 93	Pincher Creek	Propane	Road tanker rollover; no emissions.
20 November 93	Bruderheim	Gasoline	Tanker rollover.
4 December 93	Sundre	Radioactives	Vehicle on its side carrying radioactives.
11 December 93	Rat Creek	Petroleum Crude Oil	3,000 litres of crude lost on ice.
15 December 93	Whitecourt	Nitrogen	Nitrogen tanker rollover; 20,000 Kg lost.
7 December 93	Lomond	Condensates	Tanker rollover; some condensate loss.
3 February 94	Milo	Propane	Tanker rolled and driver injured; product loss 10 litres.
24 February 94	Eckville	Condensate	Tanker shop explosion; crew working on condensate tanker.

Product Profile

Polymers or phenolic resins

Every sheet of plywood is made of layers of glue and wood. The glue is essentially a plastic, similar to the hard bakelite used in old telephones. It is a member of the family of chemicals called phenolic resins. To be more precise, it is a phenol-formaldehyde resin polymer and is very common to the plywood industry.

Don't let the name fool you — there is no free phenol or formaldehyde in the resin. The ingredients have reacted to produce a completely different substance called a polymer.

Uses

Forest Products Industry

This polymer forms the basis of glue. Each glue is custom made for every customer so that curing time and performance characteristics match their equipment and manufacturing process. In the plywood mill the resin is sprayed onto the wood panels and then put through a press which heats and compresses the panels. This drives excess water off and cures the resin into a hard plastic-like compound, thus creating the plywood panel. These resins are also used in the manufacture of OSB (oriented strand board) and laminated beams. Because cured phenolic resins are able to withstand extremely high temperatures, they are employed in grinding wheels and fibreglass insulation. They also bind sand molds used to cast metal parts.

A New Waterproof Adhesive

Phenolic resins for plywood have been in use since the late 1930s, when the Plywood Association of Canada developed a completely waterproof adhesive for all structural and exterior plywood. The technology to manufacture these resins is well known but the exact nature of the chemical reactions that take place is not easily understood. Although the final product has a complex structure, the ingredients are quite simple. They are phenol, which is a common chemical of the petrochemical industry, and formaldehyde, which is produced from methanol (which itself is a product of natural gas.) The two are brought together in a kettle with a small amount of catalyst (in this case sodium hydroxide) and a chain reaction takes place. The temperature, and hence the rate of reaction, is strictly controlled until the desired properties of the newly formed resin have been reached.

Physical Properties

Phenol-formaldehyde resins are clear water based liquids that have a dark reddish amber colour and a very mild aromatic odour. The liquid resins contain less than 0.2 per cent of each phenol and formaldehyde, have a corn syrup-like consistency and are heavier than water. Specific gravity is 1.20-1.22 gm/ml. These resins have excellent water solubility and should therefore be easy to work with before curing occurs. Both boiling point and freezing point are similar to pure water. If all the water evaporates, the resin becomes as hard as glass and is rendered chemically inert.

Fire Hazards

These resins are not flammable. However, if involved in a large fire they will become combustible after the water has been driven off, and can emit toxic gases as the heat of the fire breaks down the product. Its decomposition gases are formaldehyde, phenol, carbon monoxide and carbon dioxide. Firefighters must wear self-contained breathing apparatus when fighting a fire involving these resins.

Health Concerns

Phenol-formaldehyde resins are usually mixed with a solution of sodium hydroxide. Thus they act much like a dilute corrosive solution. This is the main hazard. The solutions may also burn and irritate skin if left on for prolonged periods. Flush with plenty of water for 15 minutes and consult a physician if resins come into contact with eyes. Avoid inhalation of vapours. Prolonged exposure can cause irritation to nose, throat and lungs.

Spill Response

Since there is 3 to 9 per cent sodium hydroxide in a resin solution, spills should be treated as if they were spills of sodium hydroxide solutions. Small spills can be absorbed or mixed with a variety of materials to make it easier to work with. Add peat moss, vermiculite, or dirt and mix until you have a relatively dry spill. Scoop it up into a suitable container for disposal.

Large spills should be contained before cleanup is attempted. Dike with dirt or sand to prevent entry into creeks, rivers, or lakes. If caught soon enough the bulk of the liquid can be vacuumed up and the residue mixed with dirt or sand and worked into piles for disposal.

When dealing with phenol-formaldehyde resin spills always consult the manufacturer. They are the experts and can often assist with the cleanup.

Transportation and TDG

Phenol-formaldehyde resins are classified in one of two possible ways depending on their sodium hydroxide content.

High sodium hydroxide resins:

Class 8(9.2), Corrosive Liquid NOS, PIN UN1760, PG III.
Placards are required when shipping more than 500 kg gross weight.
Low sodium hydroxide resins

Class 9.2, Environmentally Hazardous Substance, liquid, PIN UN3082, PIN 111
This resin does not require placards but must have proper documentation.

Phenolic resins are shipped in bulk transport trucks or rail cars. In addition to placards, both types of resin require a dangerous goods bill of lading.

News You Can Use

Peggy Berndt
APSS Information Officer

Flooding risk reduced in Peace River

BC Hydro will pay the Alberta Government $1.5 million to introduce measures that will help prevent and reduce the impact of future flooding and other downstream impacts in the Town of Peace River and area.

Payment comes after the Alberta Government filed legal proceedings against BC Hydro in February 1994 over the February 1992 flood in Peace River. An out-of-court agreement between the Alberta Government and BC Hydro was signed in January, 1995. Out of the $1.5 million payable to Alberta, $1.2 million will to go to improve the town's dykes and flood protection measures in consultation with the Town of Peace River. The remaining $300,000.00 will go toward a comprehensive ice study and the Northern River Basins Study.

New faces in the district

Rudy Parenteau has joined Alberta Public Safety Services on a contract funded by the Department of Indian and Northern Affairs Canada. Using the St. Paul district office as home base, Parenteau will help First Nations in the northern Alberta region with emergency planning. Parenteau was the past protective services co-ordinator for the Metis Settlement of Fishing Lake, where he was the director of disaster services, local fire chief and special constable for law enforcement.

George Roddick recently joined Alberta Public Safety Services as the Camrose district officer. Roddick replaced Stan Harbin, who served in that capacity for more than 18 years. A member of the Town of Viking's Disaster Services Planning Committee for a number of years, Roddick also has nine years experience as fire chief for the Town of Viking and parts of the County of Beaver. George was a valuable resource in the response when a tanker and train collided near Kinsella on August 6, 1992.

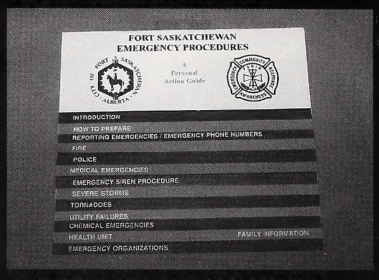
Changes at Emergency Preparedness Canada

APSS would like to extend a fond farewell to two very special people in the emergency preparedness community. Jim Hoffman, Regional Director, Alberta and the Northwest Territories for Emergency Preparedness Canada (EPC) will retire on March 31, 1995 after 17 years with EPC. While Don Campbell, Assistant Regional Director, moves to New Brunswick on April 1, 1995 as EPC's Regional Director for that province.

Both Hoffman and Campbell have provided the federal government with strong representation in Alberta and the Northwest Territories. Their knowledge and commitment to public safety issues will be missed.

Replacing Jim Hoffman as Regional Director is Wayne Daley, from Emergency Preparedness Canada in Ottawa. Daley is well known in the emergency preparedness community from his work with the Major Industrial Accidents Council of Canada (MIACC) and business resumption planning practices.

A personal action guide



In any emergency, fast access to important information is critical. If you live in the City of Fort Saskatchewan or surrounding area, that information is readily available at your fingertips.

Thanks to the innovative thinking of the City of Fort Saskatchewan and the Fort Saskatchewan Regional Industrial Association, who worked together on the project, every home in Fort Saskatchewan and area is equipped with the Fort Saskatchewan Emergency Procedures: A Personal Action Guide.

Designed to hang by the phone, the guide covers topics such as how to prepare for an emergency and how to perform first aid, and includes emergency phone numbers. The guide has received very positive feedback in its first year of circulation, and could be a model for other municipalities to use.

A limited number of the guides are available from the Welcome Wagon in Fort Saskatchewan or from Anita Kuzyk, Safety Services Supervisor with the City of Fort Saskatchewan at 403-992-6235 (phone) or 403-992-1322 (fax).

Alberta
PUBLIC SAFETY SERVICES
Communications Branch
Main Floor, Twin Atria Bldg., 4999-98 Avenue,
Edmonton, Alberta, Canada T6B 2X3
If undelivered, return to the above address.